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Of the five cities of the Province of Quebec, three date from the 17th, one from the 18th, and one from the early years of the 19th century. We know more about the beginnings of Quebec, Montreal and Three Rivers than we do about those of St. Hyacinthe or Sherbrooke. The dates respectively assigned to the foundation of Quebec, Three Rivers and Montreal are 1608, 1634 and 1642. The history of St. Hyacinthe goes back to the year 1748, when (November 23) the concession of the seigneurie of that name was made to Pierre François Rigaud, Seigneur of Vaudreuil and Governor of Three Rivers. The document was signed by the Comte de la Galissonnière, Governor, and François Bigot, Intendant, of New France. In October, 1753, the seigneurie was sold to Sieur Jacques Hyacinthe Simon Delorme, an officer in the King's service, for 4,000 francs, the deed of sale being registered by Maîtres Du Laurent and Sanguinet, notaries. The land was 36 leagues square. Sieur Delorme took possession in 1755, and in 1757 the first dwelling, in what is now the city of St. Hyacinthe, was erected. The place was at first called La Cascade. In 1780 there was a considerable population, a grist mill having been built in 1772, which was enlarged in 1800. In 1817 there were 600 persons in the village. In 1832 a market was laid out. In 1850 it was incorporated as a village. In 1852 it became the seat of a bishop. The opening of the Grand Trunk gave a marked impulse to its progress. It has at present a population of about 8,000, and is thriving apace. Its situation on the Yamaska river is favourable to trade, while adding greatly to the beauty of the scenery. Sherbrooke, which is also on the line of the Grand Trunk, is situated at the junction of the St. Francis and Magog rivers. The first opening in the forest primeval at this point took place about the year 1800, and before the first quarter of the present century had ended, the settlement at "Lower Forks" (as it was then called) had "assumed the proportions and characteristics of an active thriving village." The establishment of an office of the British American Land Company in 1833 added greatly to the importance of Sherbrooke, which grew rapidly from that year until 1852, when it was incorporated. It is now one of the most prosperous centres of industry and commerce in the Dominion and is assured of a great future. We hope in an early issue to place before our readers some interesting evidences of its progress.

Mr. Albert Shaw, editor of the *Minneapolis Tribune*, undertook some time ago a mission of inquiry, the aim and results of which are greatly to the credit of that public-spirited journalist. He wished to learn, by personal investigation, whatever was of most exemplary value in the municipal institutions of the Old World, and, after devoting some twelve months to the task, he returned to his own home with a rich store of gathered facts for the enlightenment of his fellow-citizens. He was much struck with the system that he found in vogue in Glasgow, of which he made an

elaborate study, which he has communicated to the pages of the *Century*. Mr. Shaw begins by a few words of comment on the ordinary application of the word city. To his mind it means not merely an aggregation of houses and people, but a municipal organization as complete in theory and as satisfactory in its working as it is possible to attain. From the standpoint of this definition, he considers Glasgow the first city in Great Britain. It is, of all the places that he has visited in his tour of inspection, the type of what the modern city ought to be—"one of the most characteristic of the great urban communities of the English-speaking world of the nineteenth century. To study Glasgow is to study the progress of municipal institutions in every stage." He was much pleased with the model lodging-houses—clean, comfortable, decent and cheap. Yet so well managed are they that they have proved a good investment. The public baths and wash-houses are another merit of the Glasgow municipal system—the swimming-baths being kept open during the entire year. The gas works have been so well administered that for twenty years they have given entire satisfaction to the public. The corporation has by care been able to make reductions until last year, when the price was fixed at 66 cents. The city cars (tramways), while offering the public ample and excellent accommodation, are under the control of the corporation. The consequence is that the city's interests, which are those of the public, are well looked after. After 1894 they will yield the municipal treasury a large income, without requiring a penny of public expenditure. In the matter of illumination, Glasgow has set the world an example which other cities are beginning to follow. Some years ago the authorities undertook to light private courts and passages, as well as the public streets, and subsequently included common stairs in tenement houses. Though apparently expensive, this plan is really a saving, not to speak of its effects in diminishing crime. Every light is deemed equal to a constable. In other respects Glasgow has provided for the moral improvement of the people—the parks, libraries, picture galleries, technical schools, and other means of intellectual and æsthetic culture, placing it in the front rank of modern cities. And, to crown all, the financial position of the municipality is all that could be desired.

Mr. Blaine's rejection of Lord Salisbury's offer to refer the Behring Sea question to an international convention seems to indicate that the American Government was not quite sure of its position. The note from Sir Julian Pauncefote to the American Secretary shows that both Governments had agreed to postpone the consideration of legal questions pending the attempt to reach a full and final settlement. To this end the British ambassador had proposed an international convention, which Parliament would be asked to ratify. British sailing vessels would be at once prohibited from entering Behring Sea during the migratory movements of the fur seal both into and out of that body of water, while at all other times they were not to approach within ten miles of the rookeries. A mixed commission of American, British and Russian experts would be constituted to consider such provisions of the convention as would take effect at once, and report what modifications or additions were necessary for its permanent shape. In advance of its final report, the commission should suggest *ad interim* such regulations as might be requisite to prevent injury to the fur seal interests of the United States and Russia in Behring Sea; and these regulations would be put in force immediately, though provisionally, by the three powers. If the latter failed to accept the final conclusions of the commission, the report should be referred to some disinterested government, the decision of which should be accepted as final, and the other maritime powers should be asked to give their adhesion to it. After considerable delay the Secretary of State informed the British Minister that his proposal had been found inadmissible. Lord Salisbury then sent a long despatch to Washington, in which he severely criticized Mr. Blaine's arguments, charging him

with inconsistency in reversing the policy of his distinguished predecessor, John Quincy Adams. Mr. Blaine, evidently put out of temper by being proved in the wrong, reiterates the claim that Behring Sea is a *mare clausum*, and urges that the pretension on the part of Russia, to which Mr. Adams objected, covered not simply a portion of the Pacific Ocean, but the whole of it, from the Frozen Ocean to the 51st degree of north latitude, and from the Asiatic to the American side. In any case the United States, having no share in the Asiatic side of the ocean, is in a wholly different position from that which Russia held in 1822.

The whole course of the United States in these fisheries disputes has been marked by one-sidedness and self-contradiction. While seeking privileges in our Atlantic fishing-grounds, to which they are entitled neither by usage nor by treaty, they do not hesitate to set up a monopoly in the North Pacific, which is clearly preposterous, and which former Washington government declined to admit when another power was the claimant, though the power had the additional plea of ownership of both continents. While disputing England's right to look upon the Bay of Fundy as a closed sea, they insisted on the much more open bays of Delaware and Chesapeake being so regarded. Professor Heinrich Geffcken, whose testimony may be accepted as disinterested, scouts the Behring Sea claim as wholly unsupported by international law. Of the treaty of 1825 between Russia and England, and the treaty of 1824 between Russia and the United States, the terms of which were virtually identical, he writes that it "accorded the right of unmolested fishing on the high sea, free navigation of all rivers disemboguing into the Pacific and free commerce." And, in summing up, he adds: "These treaties leave no doubt that the two governments acquired free shipping (navigation) and fishing for every part of the great ocean, commonly called the Pacific Ocean or South Sea." That the Russian authorities understood its provisions in the same sense is proved by the fact that, when in 1841 the Russian-American Company applied for permission to send armed cruisers to Behring Sea to prevent the Americans from whaling there, on the ground that it was a land-locked sea, Count Nesselrode replied that, according to the treaty of 1824, the Americans had the right of fishing through the whole extent of the Pacific.

The conduct of those papers that persist in fomenting the agitation of race questions in Canada cannot be too strongly condemned. There is absolutely no advantage whatever to be gained by this kind of controversy. The French and British races have been placed in this country to help each other to develop its vast resources for their common benefit. In discharging that great task there is ample scope for all the energies of mind and body that they can both bring to bear on it. The only rivalry between the two great sections of our people that is at all justifiable is a rivalry in turning to account the blessings with which Providence has favoured us. Rivalries of industry and skill, of enterprise and perseverance, of intellectual culture and moral advancement. Whatever victories have been gained hitherto over obstacles that retarded our progress—our gains in constitutional liberty, in the unification of the Dominion, in the extension of means of communication, in the opening up of our vast places for settlement, in the construction of our great public works, in the spread of public instruction and provision for higher education, in the establishment of new industries and in procuring new outlets for trade, and all the other blessings which have added to the prosperity of our people and given them the assurance of greater triumphs hereafter—have been won by the happy cooperation of all the elements that compose our Canadian nationality, and by these same elements the greater Canada of the future be expanded and built up. In unity and good will lies our strength, while strife and enmity can only enfeeble and depress. A house divided against itself cannot stand.